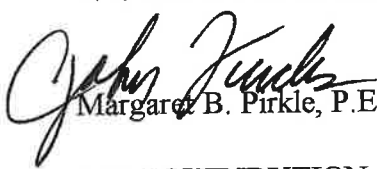


ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-151-1(5)/STP-0003-00(061) Murray County **OFFICE** Preconstruction
P. I. Nos. 631550/0003061
DATE September 6, 2002
FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Ben Buchan
Gerald Ross
Kent Sager
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-151-1(5) & STP-003-00(061) **OFFICE** Road Design
Murray County PI # 631550 & 0003061 **DATE** July 8, 2002

FROM Gerald M. Ross, P.E., State Road & Airport Design Engineer *GRS*

TO C. Wayne Hutto, P.E. Assistant Director of Preconstruction

SUBJECT REVISED PROJECT CONCEPT REPORT

Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The concept report has been revised to split the original project into two separate phases or projects. The new limits and description for the original project is SR 225/Spring Place Bypass from New Hope Road to SR 52/US 76. The new or second project has been assigned project number: STP-0003-00(061) – Spring Place Bypass from SR 52/US 76 to SR 225 south of Mill Creek.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

APPROVED



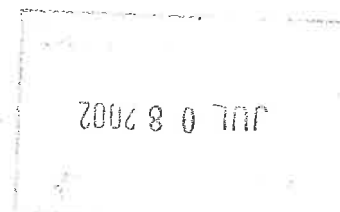
State Transportation Planning Administrator

8/22/02

Date

GMR:JSS:ss

cc: David Mulling w/attachm.
Harvey Keepler w/attachm.
Phillip Allen w/attachm.
Marta Rosen w/attachm.
Herman Griffin w/attachm.
Kent Sager w/attachm.
Paul Liles w/attachm.



REVISED PROJECT CONCEPT REPORT

Need and Purpose: As described in the project concept report.

Project Location: As described in the project concept report.

Description of approved concept: The approved project concept for STP-151-1(5) in Murray County consists of the reconstruction of a portion of SR 225 and the relocation of a second portion of SR 225 to create a bypass around the community of Spring Place. The improvements would begin at CR 104/New Hope Road where SR 225 would be reconstructed from a two-lane rural section to a four-lane urban section to north of CR 105. The project would then continue on new location to the west to bypass Spring Place and would be constructed as a four-lane divided rural section, rejoining existing SR 225 just south of the Conasauga Mill Creek bridge. As part of the project, a crossover section of road would be constructed on new location from CR 40/Spring Place-Smryna Road to the beginning of the new location portion of the bypass.

PDP Classification:

Full Oversight (), Exempt (x), SF (), Other ()

Functional Classification:

SR 225..... Rural Minor Arterial

Traffic (AADT) – Existing 1998:

SR 225.....11,700 vpd

Traffic (AADT) – Design Year 2018:

SR 225.....19,700 vpd

Proposed features to be revised: Due to funding allocation procedures, it is recommended that the approved project concept be revised such that the original project be split into two independent projects to be constructed in two phases. A Project Identification number would be assigned to each project. Phase I would construct STP-151-1(5) – SR 225/Spring Place Bypass from New Hope Road to SR 52/US 76. Phase II would construct STP-0003-00(061) – SR 225/Spring Place Bypass from SR 52/US 76 to SR 225 south of Mill Creek.

June 25, 2002

Project Number: STP-151-1(5) Phase I
STP-0003-00(061) Phase II
P.I. Number: 631550/0003061, Murray County

State of Georgia
Department of Transportation

Describe the revised feature(s) to be approved: As a result of the revised project termini, the original project length of 5.64 miles would be divided between the two phases. Phase I would begin on SR 225 near MP 9.18 (New Hope Road), proceed north to MP 10.31 (Imperial Boulevard) at which point the project would shift onto new location to the west of Spring Place to SR 52/US 76. Phase II would then continue the project on new location, tying back into SR 225 just south of MP 14.26 (Mill Creek bridge).

Updated Traffic (AADT) – Base Year 2005:

SR 225.....11,900 vpd

Updated Traffic (AADT) – Design Year 2025:

SR 225.....20,100 vpd

Programmed/Schedule:

P.E. Year 1995 R/W: Year 2005 Construction: Year 2011

Revised cost estimates:

1. Construction cost including inflation and E&C
 - a. Phase I \$9,013,750
 - b. Phase II \$2,443,750
2. Right-of-way
 - a. Phase I \$2,225,000
 - b. Phase II \$ 750,000
3. Utilities LGPA

Is the project located in a non-attainment area? Yes X No

June 25, 2002

Project Number: STP-151-1(5) Phase I

STP-0003-00(061) Phase II

P.I. Number: 631550/0003061, Murray County

State of Georgia
Department of Transportation

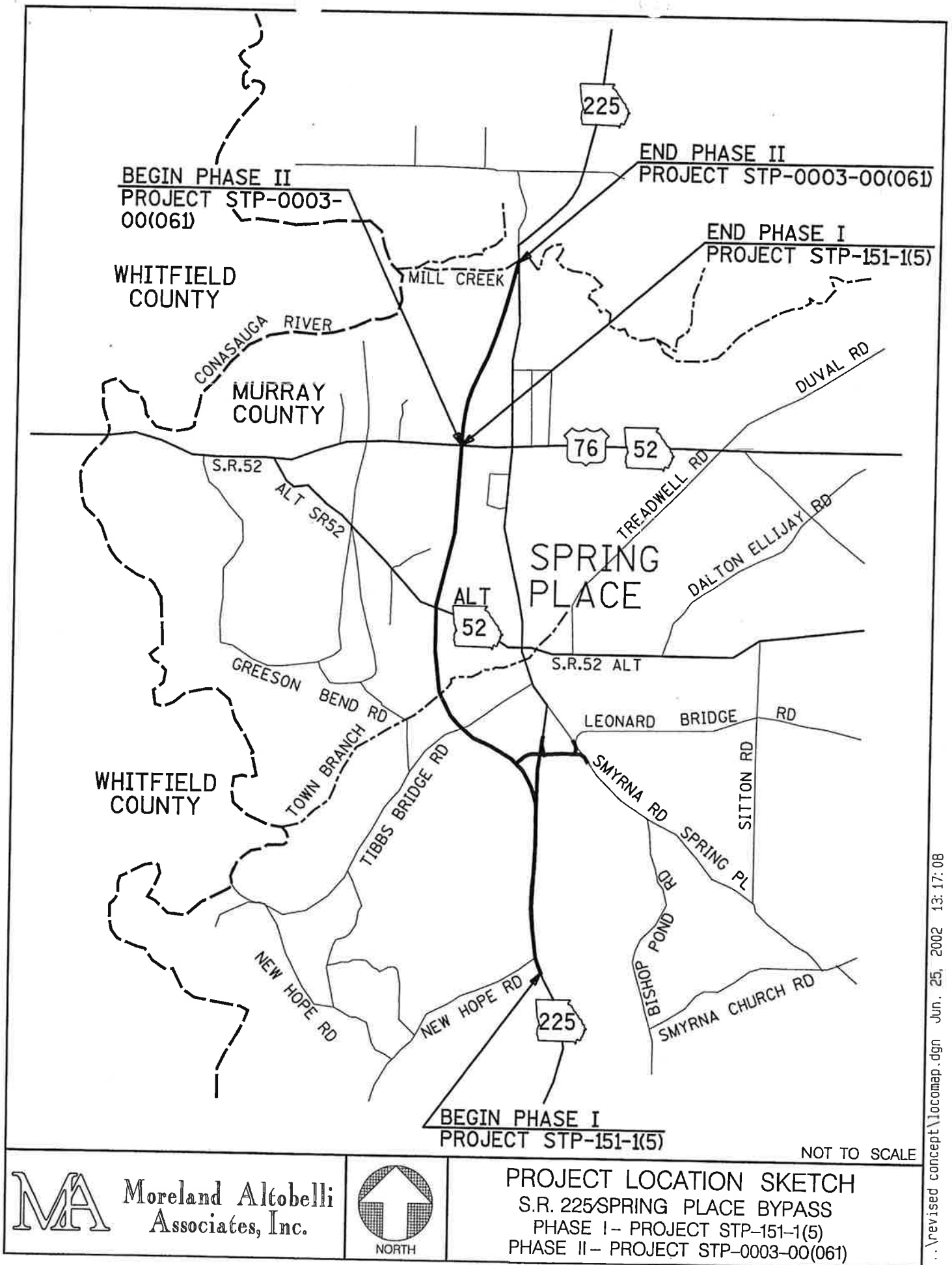
Recommendation: It is recommended that the proposed revision to the concept be approved for implementation.

Concur: Sharon L. Turner
Director of Preconstruction

Approve: L. H. Dancy
Chief Engineer

Attachments:

1. Project Location Sketch
2. Cost Estimates, Phase I & II
3. Revised Traffic Analysis & Traffic Flow Diagrams



SUMMARY OF PROJECT COST

SR225 / SPRING PLACE BY-PASS PHASE 1
NEW HOPE ROAD TO SR52 / US76
STP- 151-1(5) MURRAY COUNTY
P.I. NO. 631550

Non-Construction Costs

A.	Right of Way	\$2,225,000
B.	Reimbursable Utilities	LGPA

Construction Costs

C.	Major Structures —	\$2,500,000
D.	Grading and Earthwork	\$800,000
E.	Drainage	\$316,000
F.	Base and Paving	\$2,700,000
G.	Concrete Work	\$240,000
H.	Sign, Stripe and Signals	\$225,000
I.	Traffic Control	\$150,000
J.	Erosion Control	\$80,000
K.	Misc.	<u>\$200,000</u>

Sub-Total	\$7,211,000
Three years inflation at 5%	\$1,081,650
E & C at 10%	<u>\$721,100</u>

Total Construction Cost \$9,013,750

Total Project Cost \$11,238,750

SUMMARY OF PROJECT COST

SR225 / SPRING PLACE BY-PASS PHASE 2
SR52 / US76 to SR225 SOUTH OF MILL CREEK
STP- 0003-00(061) MURRAY COUNTY
P.I. NO. 0003061

Non-Construction Costs

A.	Right of Way	\$750,000
B.	Reimbursable Utilities	LGPA

Construction Costs

C.	Major Structures	\$0
D.	Grading and Earthwork	\$385,000
E.	Drainage	\$75,000
F.	Base and Paving	\$1,200,000
G.	Concrete Work	\$0
H.	Sign, Stripe and Signals	\$100,000
I.	Traffic Control	\$35,000
J.	Erosion Control	\$60,000
K.	Misc.	<u>\$100,000</u>

Sub-Total	\$1,955,000
Three years inflation at 5%	\$293,250
E & C at 10%	<u>\$195,500</u>

Total Construction Cost \$2,443,750

Total Project Cost \$3,193,750

REVISED TRAFFIC ANALYSIS & TRAFFIC FLOW DIAGRAMS

Future 2025 design year peak hour traffic conditions for SR 225 were analyzed using the Highway Capacity Software (HCS), version 4.1. The software analysis results in an intersection delay (sec/veh), which translates into a Level of Service (LOS) denoted by a letter designation for a given range of delay, as defined in the Highway Capacity Manual. The results of the analysis are provided below in Table 1 for the future 2025 design hour volumes.

Table 1 – HCS Analysis Results					
Intersection	Type	AM		PM	
		Delay	LOS	Delay	LOS
SR 225 at New Hope Road	Unsignalized	17.7	C	19.1	C
SR 225 at Spring Place Road Connector	Unsignalized	19.6	C	N/A	F
	Signalized	13.1	B	13.4	B
Spring Place Rd Conn. at Old SR 225	Unsignalized	11.8	B	13.5	B
Spring Place Rd Conn. at Spring Place Smyrna Rd	Unsignalized	14.1	B	25.2	D
SR 225 at Tibbs Bridge Road	Unsignalized	21.0	C	27.8	D
SR 225 at SR 52 Alternate	Unsignalized	73.4	F	N/A	F
	Signalized	17.9	B	18.8	B
SR 225 at Beddie Jones Road	Unsignalized	15.0	B	17.8	C
SR 225 at SR 52	Signalized	18.0	B	21.6	C

The results of the HCS analysis indicate that each intersection would independently operate at an acceptable level of service for both morning and evening peak time periods. Based on the HCS analysis results, it is recommended that the intersections along SR 225 at Spring Place Road Connector and SR 52 Alt. be signalized in order to provide a higher level of service to both the main roadway and the cross street.



YEAR 2025
00 AM PEAK HOUR
(00) PM PEAK HOUR

SR 225 RELOCATION
YEAR 2025 PEAK HOUR DESIGN TRAFFIC
TRAFFIC FLOW DIAGRAM

**Department of Transportation
State of Georgia**

Moreland Aljebelli
Associates, Inc.
7211 Fraser Blvd. Road
Suite 150
Northcross, Georgia 30071
Telephone: 770/251-3548

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